

IF YOU SEE IT IN THE SUN IT'S SO.

TRAIN CRUMBS TRAIN.

Nearly Forty Killed, and as Many More Wounded.

WRECK AT ATLANTIC CITY.

Excursionists, Homeward Bound, Meet Death at a Crossing.

The 510 Philadelphia and Reading Express from Philadelphia for Atlantic City was at high speed over a crossing and cuts and smashes the Pennsylvania Railroad's cars filled with members of the Order of Red Men from Bridgeton and Salem, N. J. The Reading Engineer is Said to Have Mistaken the Signals Which Blocked His Train and Allowed the Pennsylvania Train the Clear Track Across the Junction. The Man Who Made the Fatal Error Found Dead with His Head on the Tracks. His Wife Drops Dead When She Learns of the Accident. Horrifying Scene. Car Submerged in a Ditch and Remains of the Dead Bodies All Around. City Turns Out to Help the Wounded. Explosion of the Reading Locomotive. Arrest of William Thurlow, the Operator at the Block Tower.

ATLANTIC CITY, N. J., July 30.—The worst railway accident in the history of southern New Jersey took place early this evening on the meadows, two miles outside of this city. A Philadelphia and Reading train on the Atlantic City Railroad ran into a Pennsylvania excursion train on the West Jersey Railroad at the junction of the two lines. Within five minutes the news had been telephoned to this city, with the statement that 42 persons had been killed and 100 others hurt.

Later reports reduced these estimates somewhat. At about 10 o'clock General Manager Seward of the Reading Railroad telegraphed to the Philadelphia offices of the company that, as far as ascertained, thirty-seven persons were killed in the accident, and thirty-seven were hurt. Of the latter number, he said, he was waiting in the list of dead are twelve women, two girls, twenty-one men and two boys.

There are several conflicting stories of the causes of the disaster, but the one generally accepted at this writing is that the Reading engineer, Edward F. Kreiner, mistook the signals. The accident took place at the crossing of the West Jersey and Atlantic City railroads, the one operated by the Pennsylvania system and the other by the Philadelphia and Reading. Just beyond the crossing is the block tower, where the signals are given for passing trains.

A special excursion of the Red Men of Bridgeton and Salem, N. J., occupying seven cars, had left this city at 6 o'clock over the West Jersey road under the charge of Engineer J. Kreiner. Fireman Morris Newell, and Conductor Kelly. As the train approached the crossing, Engineer Kreiner saw a train approaching over the Reading track, but as the signals were set for him to go on he proceeded on his way. The speed of both trains was very fast and it was unable to check his own before the crossing was reached. The West Jersey locomotive cleared the track when the Reading engine struck the car behind it and in the middle, throwing it off the track and then running off itself. The first car on the Reading train and the second car on the West Jersey also were upset. All three cars rolled over into a marshy ditch. Two of the following cars, the third and fourth, were telescoped, but remained upright on the track. The trains had approached each other at an obtuse angle.

When the news reached this city, a few minutes after the accident, everybody who could was called to the scene. A fire alarm was rung, followed soon by a second one, and the entire department responded and proceeded to the place as fast as possible. The firemen were helped by hundreds of omnibuses and hacks laden with people, and fully 500 bicyclists joined the throng on the turnpike road which leads to the junction.

When the fire department reached the scene it was discovered that the apparatus could not get within 200 yards of the cars, and the members of the force hurried over to aid the police in rescuing the injured from their peril. The cars were completely submerged in the water of the ditch, and it was not until they were cut out and floated to the shore that the rescue work could be begun.

Special trains were sent to the scene from both roads. The dead and injured were taken to the city hospital. The unfortunates, who were lying on the ground, were placed in the improved ambulances. Several hotels threw open their doors to the wounded. Every physician in the city offered his services. Transportation was provided for them to the place of the collision, where they immediately commenced work. The scene cannot be described. The ground was covered with the mingled with the hysterical screams of those seeking relatives and friends among the dead and injured. As each mutilated body was taken from the wreck it was surrounded by a crowd of anxious ones seeking to identify it, but hoping that their fears would not be realized.

James Hoyt, Secretary of the Department of Public Safety of Philadelphia, telegraphed for the Medical Emergency Corps of Philadelphia to come to this city immediately, and a score of them started on a special train at 10:45 to aid the local surgeons.

Harrowing scenes were witnessed as the dead were brought out. Some of the bodies were crushed and mangled beyond all human likeness. Their heads were laid aside by side on the gravel bank of the railroad crossing with nothing to cover their faces. A crowd of a few hundred newspaper gawkers gathered around the scene. It was a sickening sight, and many of those present were unable to look on it.

The dead were found in all manner of attitudes. One was found lying on his back, his head killed and ended on the tracks. His devotion to duty had cost him his life.

There were some miraculous escapes. Charles H. West of Bridgeton was seated in the rear car of the West Jersey train. After the collision he found himself completely turned around, but absolutely unharmed, while two children, who sat directly in front of him, had been crushed to death.

In the middle of the same car was a family, consisting of man, wife and two children, seated facing one another. The father noticed the impending danger in time to throw the child in his arms far out the window before the collision took place. The child alighted on a soft bank, and sat there coughing while

STORM SHORT BUT SEVERE.

RIOT OF WIND, RAIN, AND LIGHTNING IN AND ABOUT NEW YORK.

Washington Arch Street, Several Moments Displaced, and Five Passengers Frostrated.

Mercury Falls 10 Degrees in Ten Minutes—Squalling Hail in the Bay. The silver pencil of the unofficial thermometer was trying to write a midsummer record at 3:30 o'clock yesterday afternoon when they were headed off by a thunderstorm from New Jersey. The horizon to the west and northwest of the city took on an inkky hue. The wind sprang, precursors of the downpour, were in a vicious mood. They bore down the heavy foliage of the Park and sent the trees cracking, and they churned the waters of the rivers and bay into a ferment. The thermometers were circumvented. The mercury in ten minutes took a lofty tumble of nineteen degrees, or from 87° to 68°. The wind blew full and bore down for a little while, and then the shower came, and the cloud mountains were split with incandescent crevasses. In twenty minutes, down town, one-fifth of an inch of rain fell.

The storm was somewhat erratic in its course. When it first burst over the city, the Battery it looked as if it would strike the city from the northwest. But it fooled the observers by following the valley of the Hudson and suddenly crossing the river above Harlem. An elevated train that left 165th street at 3:15 o'clock was in the storm forty-five minutes. The speed of the train was about the same as the speed of the storm, and they had almost an even race to the Battery. At

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CUBA'S FRIENDS WARNED.

PRESIDENT CLEVELAND ISSUES A PROCLAMATION.

Notice to Citizens of the United States That All Violators of the Neutrality Laws as Interpreted by the Supreme Court Will Be Vigorously Prosecuted.

WASHINGTON, July 30.—The following proclamation was issued from the State Department this afternoon: "A PROCLAMATION. 'Whereas, By a proclamation dated the 15th day of June, A. D. 1895, attention was called to the serious civil disturbances, accompanied by armed resistance to the established government of Spain, then prevailing in the island of Cuba, and citizens of the United States and all other persons were admonished to abstain from taking part in such disturbances in contravention of the neutrality laws of the United States; and

"Whereas, Said civil disturbance and armed resistance to the authority of Spain, a power with which the United States are on terms of peace and amity, continue to prevail in said island of Cuba; and

"Whereas, Since the date of said proclamation said neutrality laws of the United States have been the subject of authoritative exposition by the judicial tribunal of last resort, and the United States are bound to observe the same; and

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SAVED BY HER BOY FRIEND.

Little Juanita Gould Falls Into a Well While Playing Tag.

MOUNT VERNON, N. Y., July 30.—Juanita Gould is the yellow-haired, blue-eyed daughter of Mr. and Mrs. B. W. Gould of Prospect and Summit avenues, Chesterfield. On the opposite side of the street from the Goulds, Mr. and Mrs. Matthews, his step-father and mother. He is a frail little fellow of 12 years, with blue eyes and frank, boyish manners. He is fond of Juanita, and is her champion in all the games and games of the boys and girls in the neighborhood.

The story of the accident is as follows: Juanita was playing tag with a group of children in the yard. She was running towards a well, and she fell in. She was about 10 feet from the edge of the well when she fell. She was not hurt, but she was very frightened.

The children were very frightened. They ran to the well and looked in. They saw Juanita floating in the water. They called for help, and the neighbors came. They pulled her out of the well, and she was not hurt.

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RACE RIOT IN GEORGIA.

Five Negroes Killed and Two Whites Wounded in a Clash.

DELBH, Ga., July 30.—A negro named Jack (name withheld) entered the residence of William Hutchinson, near Bluffville, in Emanuel county, to-day, and, in the absence of the men folk, insulted the female members of the family. The action of the negro so enraged Mr. Hutchinson that he at once collected a posse of friends and started in pursuit of him. Near the turnpike and whippoorwill, Co. they overtook the negro and whipped him.

The negroes in the vicinity armed themselves and made an attack on the whites. The latter shot on them, killing Thomas Kearney, Sol Wakena, Joe Leary, Bill Connor, and Frank Powers.

Two white men named Joe Hutchinson and Frank Powers were badly wounded, and their recovery is doubtful.

NO CHANGE IN THE DATE. Buffalo Can Take Care of the Democratic Convention on the Day Named.

BUFFALO, July 30.—State Committee Chairman Cunniff announced this morning that his message of yesterday about the probable inability of Buffalo to take care of the Democratic Convention on Sept. 10 had no foundation. The Convention on Sept. 10 had no foundation. The Convention on Sept. 10 had no foundation.

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HANNA SLEEPS AT OPHIR.

D. O. MILLER AND J. P. MORGAN ALSO AT WHITE PLAINS RIDER FARM.

Business Interests Anxious that the Sound-money Campaign Shall Get Under Way Speedily—Want McKinley's Letter—Warner Miller Has a Hard Row to Hoe.

Warmed with the hustling work of the past three days, when he has put in about eighteen hours of every twenty-four in attending to campaign matters, Chairman Mark A. Hanna took advantage of an invitation of the Hon. Whitely Field to dine with him at his home, Ophir Farm at White Plains, last night, and to spend the night. Mr. Hanna did not get away from campaign work and talk even on this late evening. He met and talked at Mr. Hanna's home with some gentlemen who are greatly interested in the success of the sound-money campaign. Mr. Hanna went to White Plains on the Harlem train which leaves the Grand Central Station at 4 o'clock.

He was accompanied by D. Ogden Miller and J. P. Morgan. Mr. Hanna's plans for the next day were to visit Mr. McKim's home in New York, where he will meet by Mr. Reib, who took Mr. Hanna to his home in a single-seated hack, while Mr. Miller and Mr. Morgan followed in a tourney.

The business interests are getting impatient because the campaign for McKinley is not proceeding as rapidly as they would like. Representative men have been declaring that the sound-money candidate for President should send in his letter of acceptance at once, exposing the fallacies of the policy of repudiation, and that the campaign on the stump should begin immediately thereafter, for the silver advocates have been counting on this.

These business men say that it matters not what candidate Bryan says on Aug. 12 in his speech of acceptance; that his position is well known, and that anything new he may have to say on that occasion can be answered in some other way as well as in Major McKinley's letter of acceptance.

Mr. Hanna spent a good deal of time down town yesterday and heard much talk of the same sort from many business men. He took luncheon at the Lawyers' Club in the Equitable building. Among those who dined with him were Messrs. Charles H. Smith, State Committee Chairman, Frank S. Witherspoon of Fort Henry, and Vice-President Thompson of the National Committee. Mr. Hanna also met with Mr. Hanna, who was a delegate at large to Chicago, and Controller Rich. Mr. Hanna will be accompanied by Mr. Hanna, who was a delegate at large to Chicago, and Controller Rich. Mr. Hanna will be accompanied by Mr. Hanna, who was a delegate at large to Chicago, and Controller Rich.

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